

# Honolulu Star-Bulletin

RILEY H. ALLEN

EDITOR

FRIDAY, APRIL 13, 1917.

A NEWS CENSORSHIP: USE AND ABUSE.

## Aloha To the Maui!

Honolulu's salutation of deep-throated whistles to the steamer Maui this morning expresses the enthusiasm with which all Hawaii greets the new flagship of the Matson Navigation Company.

The greeting constitutes also part of the expression of "aloha" which all Hawaii feels for that energetic captain of industry, Captain William Matson. The Maui is peculiarly a Matson enterprise, combined with Hawaii backing.

It has been the pleasure of Hawaii to greet a steady succession of Matson Navigation Company vessels on their maiden voyages, dating from the days when steam navigation was an experiment. Most people now here remember the receptions to the Lurline, the Wilhelmina, the Matsonia and the Manoa, and the Maui brings the list of achievements to a temporary climax—temporary because the Matson company is still growing. It will add many more vessels. It is Hawaii's home company and the tendency is to develop Hawaii's own resources in shipping as well as in production and manufacture of cane sugar, pineapples and other commodities.

The story is now generally known that Captain Matson could have made his fortune twice over by putting certain of the company's big steamers into the war service, but he held steadily to the island trade, on which his prosperity was founded, and the company maintained rates which are low in comparison with what could have been reaped from the war business. That fact was a prime factor in Hawaii's extraordinary prosperity of the past two and one-half years.

"New occasions teach new duties." The Matson company already has a big problem to solve in the pressing need of Puget Sound ports for direct freight communication with Hawaii. Chambers of Commerce and businessmen there are urgently desirous of developing trade, and Hawaii will benefit by their trade. The placing of the Maui in service, with its large freight capacity, gives the only opportunity now seen of putting another Matson vessel on the Puget Sound-Hawaii run. May the coming of the Maui today mean not only the arrival of a splendid liner but the rounding-out of Hawaii's coast trade by making possible a steamer for the northern run!

To Captain Matson, to Captain Peter Johnson of the new flagship and his officers and crew, and to the passengers on the Maui—many of them distinguished men and women—Hawaii extends its Aloha!

### ALFAFA.

Attention to the necessity for more diversified crops in Hawaii makes especially timely an article which the Star-Bulletin will publish tomorrow by L. A. Henke, professor of agriculture in the College of Hawaii, upon "Alfalfa as a Crop to Feed Hawaii." Prof. Henke has given special study to alfalfa on the mainland and is growing it luxuriantly on the college farm here. The article will be a non-technical treatment of a very important subject—something that every plantation man, farmer and ranchman in the islands should read.

China lately shows gratitude to John Hay by proposing to raise a monument to his memory. It was his proclamation of the policy of the open door that saved her from dismemberment at a critical time.—Philadelphia Ledger.

## WHO'S WHO ON STEAMSHIP MAUI

The following are all members of Capt. Matson's immediate party:

**CAPT. WILLIAM MATSON**—President of the Matson Navigation Company, owner of the new flagship, Maui, and Mrs. Matson. The noted shipping man so prominent on the Pacific coast and his popular wife were the center of the official and social activities of the first six days of the Maui's life on the sea.

**JUDGE AND MRS. JAMES A. COOPER**—Prominent residents of San Francisco. The judge was more than delighted with his trip and Mrs. Cooper says she could not imagine such an ideal jaunt. It is her first trip to the islands and although she has already promised to come many times she declares she can never experience the same thrill as a passenger on the maiden trip of so fine a boat as the Maui.

**PROF. AND MRS. P. W. BLACK**—The professor is in the faculty of the University of California and comes here because he believes that a recreation journey, especially on the Maui, is about the finest kind of a vacation any one could wish. Mrs. Black marveled at the ease with which the Maui took the waves and declared there was so little vibration on the great liner that one time the passengers thought the ship had stopped when as a matter of fact she was really going full speed.

**MR. AND MRS. E. D. TENNEY**—As president of Castle & Cooke, Ltd., the local agents for the Matson Navigation Company and the Maui, Tenney went to San Francisco to make the first trip on the pride of the Pacific line. Mrs. Tenney was on the mainland for the same purpose and radiated with smiles on board this morning when she expressed her delight at what a wonderful affair the whole trip had been.

**ATTORNEY AND MRS. W. N. MILLS** of Washington, D. C.—Attorney Mills is one of the prominent lawyers in the East and was formerly assistant attorney general of the United States. He is now chief counsel for the Honolulu Oil Co. Others of the Mills family who came on the Maui are Master Benjamin Mills, Miss Elizabeth Mills and Master Brodie Mills. Every member is more than delighted with the latest addition to the Matson fleet.

**MR. AND MRS. J. L. LUCKENBACH**, New York city—Luckenbach is interested in the Luckenbach Steamship Company on the Atlantic coast. As a shipping man he knows whereof he speaks when he praises the Maui, and Mrs. Luckenbach says he is absolutely right.

**DR. AND MRS. J. L. HOWARD**, San Francisco—The doctor is Capt. Matson's private physician and has prescribed a cruise on the magnificent Maui and a short time in Hawaii's invigorating spring air as one of the finest medicines. Mrs. Howard finds the prescription works the same with her, especially the Maui part of it.

**MR. AND MRS. J. A. BUCK** of San Francisco—Mr. Buck is head of the Honolulu Plantation Company and took occasion to pay the islands one of his many visits in the pleasantest manner possible by coming on the Maui. Mrs. Buck and their daughter, Miss Viola Buck, almost cried out with excitement of returning.

**MR. AND MRS. W. A. BOLE** is vice-president of the Westinghouse Electric Company, which fitted the Maui with considerable of her electrical appliances and he finds her truly a "Dream Ship" when it comes to easy sailing. Mrs. Bole voices the praise

(From the Philadelphia Public Ledger)  
Note: The regulations here referred to are being observed by Honolulu newspapers voluntarily with the mainland press, though, as the Ledger points out, the press associations which made the agreement have no commission to speak for the individual American newspapers.

All patriotic newspapers in the United States will instantly recognize the necessity for and loyally observe a censorship of news not only when the country is in a state of war, but in the present period of suspense. Such a censorship is already in operation by voluntary agreement with respect to shipping news, and it is obvious that there would be no publication of information that is likely to be of aid to the national enemy. But beyond this no censorship should go. England's experience during the present war has furnished abundant evidences of the stupidity to which a news censorship can be carried, and in Germany the process actually has been carried to an extreme only to be justified on the assumption that the continued loyalty and support of the civilian population can only be insured by the suppression of the truth concerning the political as well as the military policies of the government.

In this country conditions are so different that far better results are to be attained by the voluntary and intelligent cooperation of the newspapers than by the application of drastic rules the execution of which must of necessity be left in the hands of men without experience and too often without discretion. And above all things, the American people—much less the newspapers—will not submit to any form of censorship that aims at a control of political opinions, a suppression of proper criticism of public policies.

There may have been no intention to suggest any such form of political censorship in the proposed regulations promulgated from Washington on Saturday, but one of them is, to stay the least, ambiguous. It ought to be plain to the federal administration that in the absence of legislation on the subject no regulations on so important a matter should be put into effect without full consultation and conference with the newspapers if loyal cooperation is expected. The press associations have no commission to speak for the American newspapers, and in view of the fact that the proposed regulations seem to have been issued by Secretary Daniels in disregard of a promise that nothing would be done in this direction without previous conference with the newspaper representatives, they must be regarded as tentative suggestions only. We do not believe that Congress will go so far as to ordain that government policies shall not be the subject of comment or criticism in the press of the country.

The legislative revolt against Speaker Holstein that developed late yesterday ought not to succeed in unseating him, merely on the basis that he "filibustered" against the Molokai junketing trip. That trip is a piece of costly folly, not for the benefit of the lepers at all but for the benefit of the politicians, and Hawaii a good while ago made up its mind to separate politics and the leper settlement. Speaker Holstein, it is true, used his filibuster with considerable parliamentary ruthlessness. He might much better have fought his fight on the floor of the house and declared his unyielding opposition to the junket, but without defeating the trip by parliamentary maneuvers. However, it is not noticeable that the leaders of the revolt have been particularly scrupulous in their parliamentary tactics this season. They have small ground for righteous indignation.

of her husband. She would like to take the Maui and Hawaii home with her, she says.

**F. A. BAILEY**—Capt. Matson's secretary and purchasing agent of the company.

**HENRY ST. GOAR**—A wealthy stock broker of San Francisco who took advantage of the Maui's maiden voyage to take a little sea air and have a look at the islands. He cannot say enough good things about the Maui.

**MR. AND MRS. R. R. STRANGE** of San Francisco—Strange is interested in plantations here and is glad to be back in the islands. Mrs. Strange is more than glad that she came with him because the trip could be made in the Maui.

The following are several of the many prominent passengers taken at random from the passenger list of the Maui:

**MADAME MELBA**—The world-famous singer who needs no introduction in Honolulu or any place else in the world for that matter. Since her practical adoption of Honolulu's "Little Melba," Miss Peggy Center, Madame Melba has entwined herself in another of Hawaii's heartstrings. She will be here several days, going on to Australia on the Niagara, and will return in September to sing in opera throughout the States. Madame Melba is happy that part of her trip could be made in so elegant a craft.

**LADY SUSAN FITZCLARENCE** of London—Lady Fitzclarence accompanies Madame Melba to Australia. She is one of the prominent matrons of London and has the sincere sympathy of the Allies for the loss of her husband, Capt. Fitzclarence, who died a gallant death fighting for the Union Jack about two years ago.

**D. W. PARRY** of New York—Parry is cashier of the National City Bank of that city.

**LIEUT. JAMES REED** and **MRS.**

## OFFICERS OF MAUI WELL PLEASED WITH NEW LINER'S PERFORMANCE

\*\*\*\*\*  
OFFICERS OF THE MAUI  
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Peter Johnson, commander.  
Jas. P. Rasmussen, chief officer.  
Alexander Ryan, chief engineer.  
P. H. Levey, purser.  
Dr. O. B. Spalding, surgeon.  
George Paston, chief steward.

Without any trial trip to "shake her down" and no voyage such as the Matsonia had from Newport News to San Francisco around the Horn to make her engines work smoothly, the Maui nevertheless averaged 15 knots an hour on her maiden voyage and can do 19 knots when called on for that speed, in the opinion of the fine new Matson liner's officers.

**Veteran Skipper Greeted**  
Capt. Peter Johnson was greeted right affectionately by all his friends in this port from Harbor Master "Burr" Foster all along the line, when he arrived this morning. The veteran Matson skipper, the dean of the Matson Navigation Company's captains, reported a fine voyage.

**Captain Johnson Pleased**  
"Everything worked handily," said Captain Johnson. "We did not try to make any speed records, but kept coming along, making from 34 1/2 to 36 miles every 24 hours. I slowed her down Wednesday and kept her moving at 12 1/2 to 13 knots, timing my arrival so as to be off port this morning, which we did. All the passengers told me they were tremendously pleased at the novel greeting given us by Honolulu." Steaming time for the voyage was 5 days, 19 hours and 25 minutes.

**Can Do 19 Knots**  
Chief Engineer Alexander Ryan and his first assistant, F. D. Gatter, were fired, but happy this morning when the Maui was made out at Pier 15. "We averaged 15 knots an hour and after she gets shaken down a little more she can do 19 if necessary without any difficulty," said Ryan. "The Maui had practically no prior trial trip; we simply ran a few hours in San Francisco bay trying out her compasses. The Matsonia had two months shaking down before she made her first trip, as she steamed from Newport News around Cape Horn to San Francisco before making her maiden voyage to Honolulu. The Maui has plenty of reserve speed and will be in on time every time. Her turbines worked beautifully and we did not try to run them at anything near their maximum."

**Ryan and Gatter Engineers**  
Ryan was chief engineer on the Matsonia until he was taken off that steamer to supervise construction of the vessel's engines. He spent three and a half months at the Westinghouse factories in Pittsburgh supervising construction of the turbines which drive the Maui. His first assistant, Gatter, was with him in a similar capacity on the Manoa. Ryan was chief on the Enterprise and Lurline before getting the Manoa and his promotion to the Maui from the Manoa is in recognition of his ability as an engineer.

**Familiar Faces Among Officers**  
James P. Rasmussen is chief officer of the Maui and was on the job this morning receiving congratulations from his hands. He was promoted from the Wilhelmina when his chief, Captain Johnson, was given command of the new flagship.

**P. H. Levey is purser**, another graduate from the Wilhelmina training school. He declared himself this morning a naval constructor. They both love the Maui.

**REED—The lieutenant** is a United States naval constructor. They both love the Maui.

**MR. AND MRS. F. C. BAILEY** of San Francisco—Bailey is a prominent banker. Both are delighted with the Maui.

**W. A. HOWLETT**—Who comes to Honolulu to install the latest word in printing presses for the Star-Bulletin. Howlett's experience in newspaper work was especially appreciated on the Maui when the ship paper was published.

**MR. AND MRS. E. H. NELSON**—Well-known residents of Detroit. The vivacity of both combined to make activities and entertainments on the Maui enjoyable.

The following are a few of the many prominent residents of Hawaii on board the Maui:

**MR. AND MRS. H. B. WELLER**, returning from their honeymoon; John Watt, a prominent businessman; Mr. and Mrs. R. Ivers, Mrs. Frank Armstrong.

morning as very well satisfied with life on the new boat.

That happy M. D. Dr. O. B. Spalding, is the Maui's surgeon. He has been promoted from the Matsonia and his friends are much pleased at his success.

George Paston is the Maui's chief steward. He also comes from the Wilhelmina, although he made a trip or two as chief of the Matsonia after "Cy" Wilmarth left the sea and took the management of the Pleasanton Hotel here. The Maui brought 145 cabin passengers, 245 bags of mail and 7467 tons of cargo for Honolulu.

A handsome souvenir passenger list was arranged by the Matson Navigation Company for the Maui's maiden voyage. It is in booklet form and contains many interesting items about the Maui, the principal ones of which are the following:

She is the largest passenger steamer built on the Pacific coast to date. Her displacement is 17,000 tons; she has accommodations for 252 cabin and 60 steerage passengers; her motive power is Westinghouse-Parsons geared turbines, the set being the largest engine of this type so far constructed by the Westinghouse company, driving twin-screw propellers (the Maui is the first twin-screw and turbine drive steamer of the Matson fleet); there are 14 cabins de luxe, each fitted with two brass beds and connecting with private bath, all with very complete appointments. Her dining room seats 254 persons at one sitting.

**Bow Has Graceful Sheer**  
It was noticed when the Maui came alongside Pier 15 at exactly 8:35 this morning, that her bow has considerable more sheer than that of the Matsonia. This improvement will make her a much better sea boat, enabling her to cut through heavy seas easily in the winter storms she will buck when midwinter gales rage again on the San Francisco-Honolulu route. Her sheer somewhat resembles that of the Mahalo, which is the largest of the Matson color and she is a duplicate of the Matsonia except in the arrangement of the de luxe suites aft of the captain's cabin on the bridge, giving her a much more substantial appearance than the Matsonia.

**Captain Matson Walks Ashore**  
Soon after the Maui docked at Pier 15 (she was welcomed by a crowd of fully 2000 people) Capt. William Matson left the new flagship. Despite the three strokes of paralysis he has suffered in the last year he was able to walk down the gangplank, assisted by Captain Johnson, who supported his arm. Captain Matson and Mrs. Matson entered a waiting automobile which had been driven to the foot of the gangplank by them.

**Fittings Not All Installed**  
There is considerable more work yet to be done on the new liner, although the crew and other workmen labored all night the day before sailing to make the ship's fittings as complete as possible. No carpets had been laid when she sailed. They were put down during the voyage. Railings, woodwork and paneling are awaiting installation in various parts of the vessel. They are on board and will be put in place in the next few days.

## Happy Maui Voyage

The following were the passengers who arrived on the Maui's maiden trip:

E. A. Adams, Mrs. E. A. Adams, Mrs. F. H. Armstrong, F. A. Bailey, F. C. Bailey, Mrs. F. C. Bailey, H. Barton, H. E. Beyer, P. W. Black, Mrs. P. W. Black, J. W. Blyth, John Blunt, W. A. Bole, Mrs. W. A. Bole, H. Bourne, Miss Lucy Bristow, Elton Brown, J. A. Buck, Mrs. J. A. Buck, Miss Viola Buck, E. K. Cairns, Mrs. E. K. Cairns, Dr. J. A. Campbell, W. D. Coburn, Miss Dorothy Coburn, Robert Coburn, Judge James A. Cooper, Mrs. James A. Cooper, C. E. Corby, Dr. F. F. Cowes, Miss Mary Cowles, L. A. Dearholt, Mrs. N. Farrow, J. J. Fisher, Lady Susan Fitzclarence, T. Daniel Frawley, Donald Fullerton, Miss K. Fullerton, Mrs. M. F. Gabbs, C. B. Gage, Mrs. C. B. Gage, W. Giles, Miss R. C. Grey, C. L. Grundle, Miss Laura Guerite, Miss Cordella Hanger, Carl Heise, Mrs. Carl Heise, Miss M. Hickey, Henry A. Hinz, Mrs. Henry A. Hinz, John Holliday, Dr. J. L. Howard, Mrs. J. L. Howard, W. A. Howlett, Mrs. A. H. Ireland, Miss H. R. Ireland, R. Ivers, Mrs. R. Ivers, J. A. Kennedy, J. D. Kennedy, Mrs. E. C. Klincker, A. Kosches, Paul Kuhn, Mrs. Paul Kuhn, Miss Eva Lang, Mrs. John W. Lewis, J. L. Luckenbach, Mrs. J. L. Luckenbach, F. A. Makinney, Miss Pearl Makinney, Miss Violet G. Makee, Mrs. S. C. Mastic, Capt. William Matson, Mrs. William Matson, Miss Isabel McDonald, Mme. N. Melba, W. K. Mett, Master Benjamin Mills, Master Brodie Mills, W. N. Mills, Mrs. W. N. Mills, Miss Elizabeth Mills, Thomas Mirk, Mrs. Thomas Mirk, Miss Lucy Mirk, Miss Margaret Mirk, Richard

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